

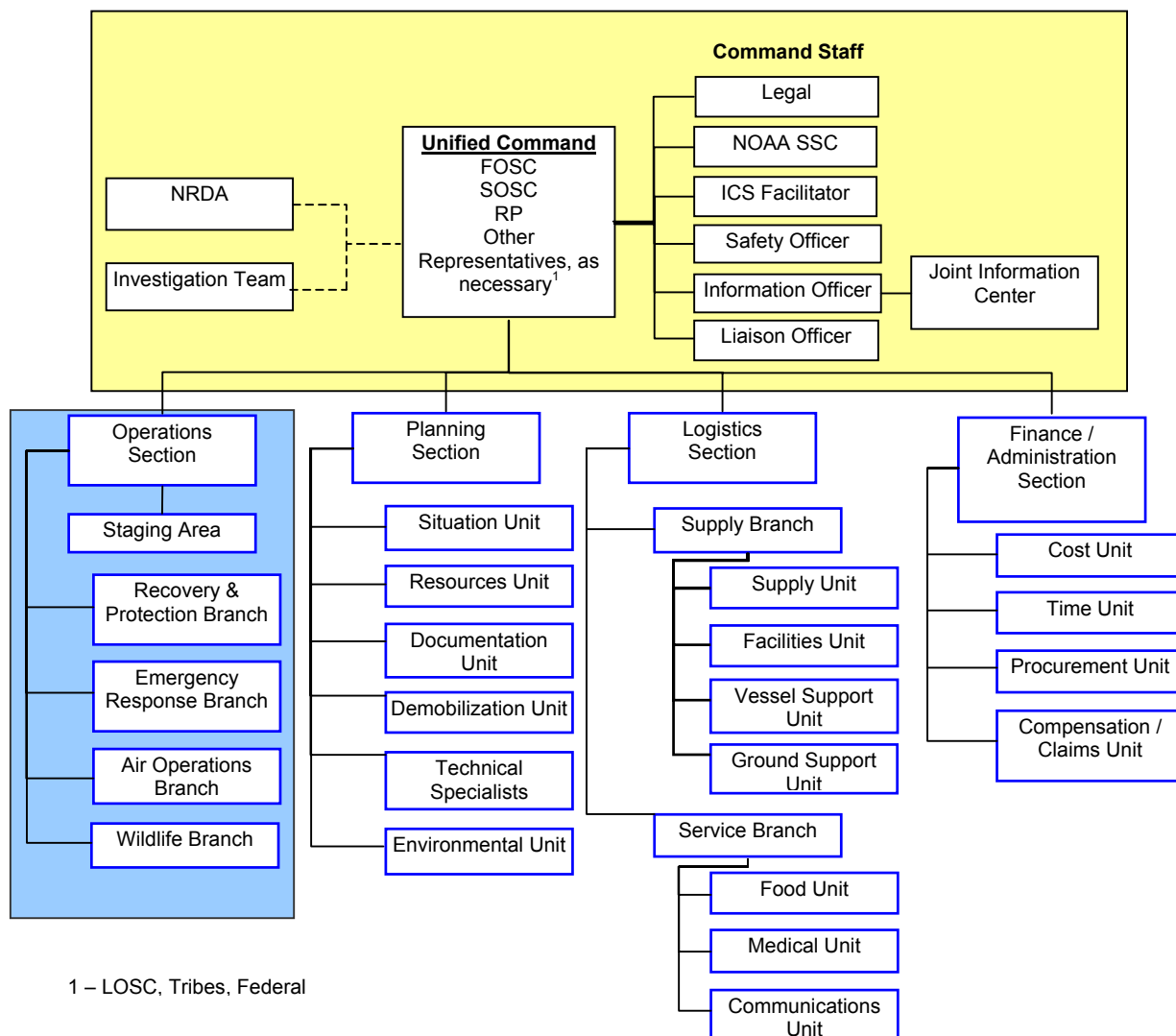
3000 Operations

Operations must implement and achieve the cleanup objectives determined by the Unified Command. Operations are responsible for developing detailed operational plans with representatives from federal, state, local, and responsible party organizations that are based on overall objectives. The operations section collects information from the field resources, assesses the situation, communicates with and makes recommendations to the Unified Command.

3100 Operations Section Organization

Figure 3-1 is an organizational chart of the operations section and its subordinate units. It serves as an example and is not meant to be all-inclusive. The functions of the operations section must be accomplished during an incident, however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority.

**Figure 3-1
Operations Section Organization**



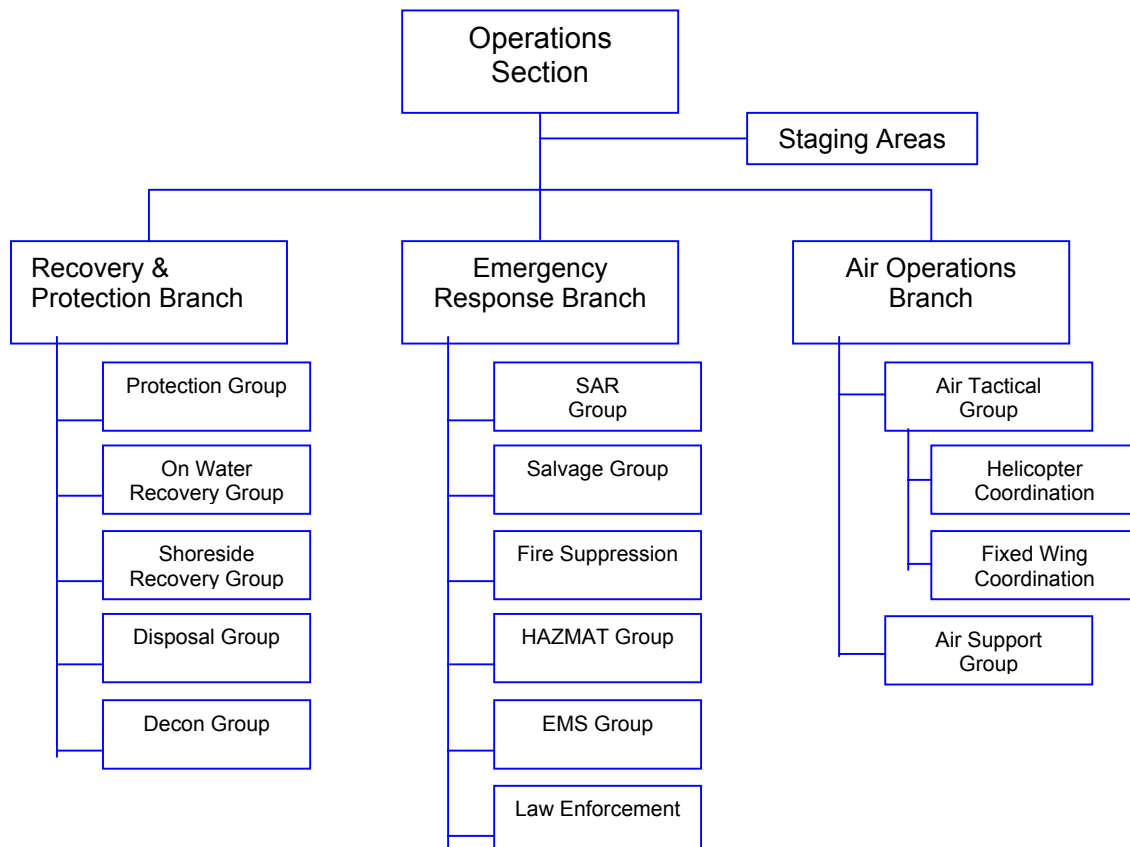
3110 Organization Options

The operations section is responsible for all operations directly applicable to the primary mission. They direct the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plan as necessary, and report such to the Incident Commander. Includes the Recovery and Protection Branch, Emergency Response Branch, and Air Operations Branch. Figure 3-2 represents the operations subsections, as defined by the Incident Management Handbook (IMH).

Roles and responsibilities of the operations section can be found in the [Incident Management Handbook](#). The specific duties and responsibilities of the ICS Operations Section Chief can be located in the [Operation Section Chief Job Aid](#). The RI-SE MA Area Committee Watch, Quarter & Station Bill (WQSB) describes the operations section's Organizational Elements, Job/Source Titles, and initial position holders.

See [Section 4320](#) for the management and use of volunteers during a response activity.

**Figure 3-2
Operations Section Organization**



3200 Recovery and Protection

Strategic assessment planning is outlined in the following guidance—"Environmental Protection in Spill Response Planning: A Guidebook".

Five Geographic Response Plans (GRPs) have been developed for the Rhode Island and Southeastern Massachusetts area outlining the priority areas for protective booming. These GRPs are intended to provide responders with guidance on response priorities for the first 24 hours of the response, or until the ICS organization is staffed and the planning section determines additional or alternate response priorities.

Environmentally sensitive areas are identified in the five GRPs listed in Section 9730 (TBD). GRPs represent the collective input of natural resource trustee agencies and spill response organizations regarding environmental protection strategies for a given area. The objective of these plans is to reduce decision-making time during the initial hours of response to a major spill so that protection strategies can be implemented immediately. GRPs contain maps and descriptions of sensitive public and natural and cultural resources identify strategies to protect those resources, and set priorities.

Specific recovery and protection tactics, equipment and personnel requirements, directions/access to the sensitive areas are detailed in the GRPs. The response techniques employed in a spill are dependent upon the product spilled, quantity, location, response time, weather conditions, responder capability, and availability of response equipment. The following have also been considered as part of the GRP: hazing, water intakes, aquaculture, heavy vs. light oil, and heavy weather and cold weather conditions. Proposed tactics will be validated through field tests and updated periodically. Command post and staging area locations can be found in Sections 5220.1 and 5220.5, respectively. General Response Priorities are:

- ☐ Protect Human Life and Health
- ☐ Minimize Ecological Impacts
- ☐ Minimize Economic and Public Impacts

GRPs do not address private resources, such as commercial marinas. These resources are assigned the lowest planned priority for protection since the responsible party can restore losses through compensation. Development of any protection strategies for private resources falls under the duties of the responsible party.

3210 Protection

The first step in dealing with any oil spill is to begin the determination of what action is necessary to respond to the situation. After initial reports and investigation, protection requirements become the first consideration. The initial decision must be made as to whether or not shoreline protection will be required. For example, if the oil is offshore and wind and water conditions will prevent it from reaching shore, then shoreline protection may not be necessary. Likewise, if the impact of oil reaching shore is not great, and cleanup would be relatively simple or more feasible than protection, it might become desirable to allow the oil to come ashore and deal with it once it becomes stranded on the shoreline. Of course, allowing oil to come ashore is not desirable whenever the oil would be difficult to remove, as in a marsh or lagoon, or if it would cause an immediately adverse impact, as in the case of a wildlife habitat or recreational beaches.

Types of Shoreline Protection: The goals of shoreline protection fall into two basic categories: (1) preventing the oil from reaching shore. (2) limiting the affected areas and minimizing further damage of oil that has already reached shore. Since many spills occur at or near the shoreline, the importance of the second category cannot be overlooked. Generally speaking, the types of protection vary according to the circumstances, but in many cases, one or more types may be used in concert to achieve a combination of both overall goals.

The [Mechanical Protection Guidelines Manual](#) emphasizes providing guidance to Area Committee members on how best to employ mechanical protection methods, such as booms and barriers, when designing workable protection strategies.

3210.1 Containment and Protection Options

In general, GRPs include the following types of containment and protection options:

Exclusion Booming – deploying various types of boom to keep oil out of a sensitive area.

Deflection Booming – deploying various types of boom to divert oil away from a sensitive area and/or divert oil toward a collection point.

To obtain further information on decision guidelines please go to the [Protection Decision Guide for Inland Water](#) or the [Protection Decision Guide for Coastal Water](#).

3220 On-Water Recovery

The on-water recovery group is responsible for managing on water recovery operations in compliance with the Incident Action Plan (IAP).

- Direct, coordinate and assess effectiveness of on-water recovery actions such as mechanical removal of floating oil by sorbent materials, vacuum trucks, and skimming devices
- Direct, coordinate and assess effectiveness of subtidal recovery actions such as mechanical removal of sunken oil by dredges, pumps, or submersible equipment.

3220.1 Recovery Options

Floating Oil- sorbent materials, vacuum trucks, and skimming devices

Sunken Oil- dredges, pumps, or submersible equipment.

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FIGURE 3-3

Protection Technique		Primary Use of Protection Technique	Environmental Effect of Use
Booming	1. Exclusive Booming	Used across small bays, harbor entrances, inlets, river or creek mouths where currents are less than 1 knot and breaking waves are less than 25cm in height.	Minor disturbance to substrate at shoreline anchor points.
	2. Diversion Booming	Used on inland streams where currents are greater than 1 knot; across small bays, harbor entrances, inlets, river or creek mouths where currents exceed 1 knot and breaking waves are less than 25 cm, and on straight coastline areas to protect specific sites, where breaking waves are less than 25cm.	Minor disturbance to substrate at shoreline anchor points; causes heavy shoreline oil contamination on downstream end.
	3. Containment Booming	Used on open water to surround an approaching oil slick to protect the shoreline area where surf is present and oil slick does not cover a large area; also on inland waters where current are less than 1 knot.	No effect on open water; minor disturbance to substrate on in land anchor point.
	4. Sorbent Booming	Used on quiet water with minor oil contamination	Minor disturbance to shoreline at anchor points.
Berms & Dams	5. Beach Berms	Used on sandy, low energy beaches to protect the upper intertidal area from oil contamination.	Disturbs upper 60cm of mid-intertidal zone.
	6. Berms and Dams	Used on shallow streams or rivers where booms are not available or cannot be deployed, or where dams are part of the hydrological control system.	Disturbs stream or river bottom, adds suspended sediments to water.
Animal Protection	7. Bird Warning System	Used in bird nesting areas, feeding areas, and flyway stopovers	Not applicable.

3220.2 Storage for On-Water Recovery

Rhode Island -TBD by RIDEM

Massachusetts - TBD by MADEP

3230 Shoreside Recovery

The shoreside recovery group is responsible for managing shoreside cleanup operations in compliance with the Incident Action Plan (IAP).

- Direct, coordinate, and assess effectiveness of shoreside recovery actions
- Modify protective action, as needed

In determining what cleanup is feasible, it is first necessary to consider the relative persistence of the oil. If the product is one that will evaporate or dissipate quickly and naturally, then cleanup measures may not be necessary. If the oil is unlikely to dissipate satisfactorily without artificial assistance, then cleanup measures must be considered. Environmental, economic, and aesthetic factors must all be considered in determining the desirability and extent of cleanup measures to be initiated.

Before launching an all-out cleanup effort, it is essential to examine the feasibility of the project. Logistical problems, access, expense, and effectiveness must all be taken into account. Additionally, the on-scene coordinator must be satisfied that the proposed operation will not cause more damage than the oil will. If a decision is made to proceed with a cleanup program, initial efforts are best directed toward those areas where the impact will be greater, such as critical-use areas or where the spill quantity is greatest. Section 9730 (TBD) may be of assistance in identifying critical-use areas. For more guidance regarding cleanup please view the following hyperlink.

Shoreline cleanup (<http://www.uscg.mil/d1/staff/m/rrt/shore.html>)

3230.1 Shoreline Cleanup Options

The cleanup technique used must be appropriate to the situation and based upon a myriad of factors, including weather, type of oil, depth of surface penetration, fire danger, shoreline type, logistics, accessibility and expense. A cleanup procedure proven effective under one set of circumstances may be totally inadequate for another. Some of the techniques available are listed below. All of the actions are considered carefully before they are approved.

The options listed in *Italics* represent methods that require special approvals under federal law.

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1. Natural Recovery	10. Ambient Water Washing: Low Pressure (≤ 50 psi) or High Pressure (>100 psi)
2. Manual Removal	11. Warm Water Washing (< 90 °F)
3. Mechanical Removal	12. Hot Water Washing (> 90 °F)
4. Passive Collection with Sorbents	13. Slurry Sand Blasting
5. Vacuum	14. <i>Solidifiers</i>
6. Debris Removal	15. <i>Shoreline Cleaning Agents</i>
7. Sediment Reworking/Tilling	16. <i>Nutrient Enrichment</i>
8. Vegetation Cutting/Removal	17. <i>Burning</i>
9. Flooding (deluge)	

The following links provide detailed information on shoreline recovery and cleanup:

- [Characteristic Coastal Habitats: Choosing Spill Response Alternatives](#)
- [Shoreline Assessment Manual](#)
- [Shoreline Assessment Job Aid](#)

3230.2 Pre-Impact Beach Cleanup- TBD

3230.3 Shoreline Storage

Rhode Island - TBD by RIDEM

Massachusetts - TBD by MADEP

3240 Disposal

One of the major issues associated with an oil spill response is the proper management of the recovered petroleum product, as well as the contaminated cleanup materials, soil, and debris. How these are managed is dependent on how they are characterized - as either a solid waste, hazardous waste or a hazardous material (used or reused). This subsection presents a general approach to the management of the various types of wastes collected during an oil spill.

3240.1 Waste Management and Temporary Storage Options

Sampling and Classifying Oil – TBD

Segregation & Temporary Storage & Disposal Sites/Methods – TBD

Procedures on Waivers, exemptions, or authorizations– TBD

Permitted Waste Transporters

Rhode Island – The following is a listing of permitted waste transporters in the State of Rhode Island.

<http://www.state.ri.us/dem/programs/benviron/waste/transport/hazard.htm>

Massachusetts – The following "List of Hazardous Waste Transporters" is located at the DEP Bureau of Waste Prevention's Publications site

(<http://www.state.ma.us/dep/bwp/dhm/files/trnsalph.pdf>).

3240.2 Decanting Policy

Decanting is the process of draining off recovered water from portable tanks, internal tanks, collection wells or other storage containers to increase the available storage capacity of recovered oil. When decanting is conducted properly most of the petroleum can be removed from the water.

This policy addresses "incidental discharges" associated with spill response activities. "Incidental discharge" means the release of oil and/or oily water within the response area in or proximate to the area in which oil recovery activities are taking place during and attendant to oil spill response activities. **Incidental discharges include, but are not limited to, the decanting of oily water, oil and oily water returns associated with runoff from vessels and equipment operating in an oiled environment and the wash down of vessels, facilities and equipment used in the response.** "Incidental discharges" as addressed by this policy, do not require additional permits and do not constitute a prohibited discharge (See 33 CFR 153.301 and 40 CFR 300).

In addition, some activities, such as those associated with oil recovery vessels, small boats and equipment-cleaning operations may result in incidental discharges. These activities may be necessary to facilitate response operations on a continuing basis, and all of these activities are considered to be "incidental discharges."

During spill response operations, mechanical recovery of oil is often restricted by a number of factors, including the recovery system's oil/water recovery rate, the type of recovery system employed and the amount of tank space available on the recovery unit to hold recovered oil/water mixtures. In addition, the longer oil remains on or in the water, the more it mixes to form an emulsified mousse or highly mixed oil/water liquid, which sometimes contains as much as 70% water and 30% oil, thus consuming significantly more storage space.

The goal of mechanical recovery is the expeditious recovery of oil from water. In many cases, the separation of oil and water and discharge of excess water is necessary for skimming operations to be effective in maximizing the amount of oil recovered and in minimizing overall environmental damages. Such actions should be considered and in appropriate circumstances authorized by the FOSC and/or SOSC because the discharged water will be much less harmful to the environment than allowing the oil to remain on the water and be subject to spreading and weathering. During a response, it will be necessary for response contractors or a responsible party to request from the FOSC and/or SOSC authority to decant while

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recovering oil so that response operations do not cease or become impaired. Expeditious review and approval of requests is necessary to ensure a rapid and efficient recovery operation. In addition, such incidental discharges associated with mechanical recovery operations should not be considered prohibited discharges. Therefore, the Area Committee adopts this policy to provide for an expeditious approval process and provide guidance to OSCs, responsible parties, response contractors and other members of the spill response community relating to incidental discharges and decanting.

The Federal and State OSCs will consider each request for decanting on a case by case basis. Prior to approving decanting, the OSCs will evaluate the potential effects of weather including the wind and wave conditions, the quantity of oil spilled and the type of oil as well as available storage receptacles. The OSC should also take into account that recovery operations as enhanced by decanting will actually reduce the overall quantity of pollutants in a more timely and effective manner to facilitate cleanup operations.

The FOSC and/or SOSC should consider the following criteria in determining whether to approve decanting unless circumstances dictate otherwise:

- ☐ All decanting should be done in a designated "response area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.
- ☐ Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump.
- ☐ All vessels, motor vehicles and other equipment not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences.
- ☐ When deemed necessary by the FOSC and/or SOSC or the response contractor, a containment boom will be deployed around the collection area to minimize loss of decanted oil or entrainment.
- ☐ Visual monitoring of the decanting area shall be maintained so that discharge of oil in the decanted water is detected promptly.
- ☐ Decanting in areas where vacuum trucks, portable tanks or other collection systems are used for shore cleanup will be subject to the same rules as vessels.

The response contractor or responsible party will seek approval from the FOSC and/or SOSC prior to decanting by presenting the Unified Command with a brief description of:

- ☐ The area for which decanting approval is sought;
- ☐ The decanting process proposed;
- ☐ The prevailing conditions (wind, weather, etc.); and
- ☐ The protective measures proposed to be implemented.

The FOSC and/or SOSC will review such requests promptly and render a decision as quickly as possible. FOSC authorization is required in all cases and in addition SOSC authorization is required for decanting activities in state waters.

The FOSC and/or SOSC will review and provide directions and authorization as appropriate to requests to wash down vessels, facilities and equipment to facilitate response activities.

Other activities related to possible oil discharges associated with an oil spill event such as actions to save a vessel or protect human life, which may include such actions as pumping bilges on a sinking vessel, are not covered by this policy.

3240.3 Example Waste Management Plan

The attached link provides a sample [Waste Management Plan](#)

3250 Decontamination

The decontamination group is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the Site Safety Officer (SSO). The following “minimum” actions shall be performed:

- Direct and coordinate decontamination activities
- Determine resource needs
- Brief SSO on conditions

3250.1 Sample Decontamination Plan

The decontamination group is responsible for developing the decontamination plan for the response. Refer to form G of the [Site Safety Plan](#) for decontamination equipment and procedures template.

3260 Dispersants

The Rhode Island and Southeastern Massachusetts Area Committee agree that the primary method of cleaning up oil shall be the method that maximizes effectiveness and minimizes additional damage to the environment. The Committee recognizes that in certain circumstances, timely, effective mechanical containment, collection, and removal of the oil may not be possible, and the utilization of chemical countermeasures, alone or in conjunction with other removal methods, may be considered as a means to minimize a substantial threat to public health or welfare, or minimize serious environmental damages.

The Rhode Island and Southeastern Massachusetts Area Committee recommends that dispersants be considered as a potential first response option to oil spills, along with other response actions. Implementation of this recommendation must consider logistical requirements, contingency planning, equipment and dispersant training.

Sensitive inshore habitats such as salt marshes, reefs, sea grasses, and other sensitive areas, are best protected by preventing oil from reaching them. Dispersion of oil at sea, before a slick reaches a sensitive habitat, generally will reduce the overall, and particularly chronic, impact of oil on many habitats.

Because the principal biological benefit of dispersant use is the reduction of an oil-forming slick, which may minimize the affect to rafting birds and because dispersability of oil decreases rapidly with weathering, prompt response is essential. In addition, use of dispersants may reduce the potential for oil standing on sensitive shorelines. Therefore, regulations and contingency planning should make rapid response a priority. In view of the need for a rapid response involving dispersant, the Area Committee has developed a preauthorization plan that describes the procedures to be followed for obtaining an expedited decision for the use of dispersants in waters covered under this plan.

The approval to use dispersants must be obtained as soon as possible after a spill occurs before substantial weathering takes place or the oil has spread. Therefore, early in the spill response the FOSC should evaluate the potential use of dispersants. The [Dispersant Decision Making Protocol](#) provides a list of questions that will be discussed and evaluated as part of the decision making process in either the pre-authorized zone with FOSC approval or on a case-by-case basis in the conditional approval zone with concurrence network evaluation. This list is not all-inclusive and may be modified by parties involved. For additional information on dispersants please see <http://www.uscg.mil/d1/staff/m/rrt/disperse.html>

3260.1 Dispersant Options

Dispersant Options:

- Do not use dispersants.
- Use dispersants on a trial basis, but not as a control or cleanup technique. (To evaluate for future use on this or other spills)
- Disperse in limited or selected areas.
- Disperse to the maximum extent possible with accepted methods and available equipment.
- Other recommendation/rationale.

Please see [Dispersant Use/Non-Use Recommendations](#) for additional Information.

The [NCP Product Schedule](#) provides a listing of authorized dispersants, surface washing agents, surface collecting agents, bioremediation agents, or miscellaneous oil spill control agents on the oil discharge.

3260.2 Dispersant Checklists

If the FOSC feels the potential for dispersant use exists he/she should have the staff gather the information necessary to complete the [Dispersant Checklist](#). If upon completion of the dispersant checklist the FOSC decides the use of dispersants is the best course of action, the checklist information should be passed to the RRT concurrence and consultation network for final decision on their use.

3260.3 Preauthorized Zones

On March 14, 1997 the Regional Response Team approved a dispersant pre-authorization policy for Massachusetts and Rhode Island. In general terms this pre-authorization policy applies only to Corexit 9527 and 9500 and established conditional approval zones and pre-authorization zone, and also established a monitoring protocol.

The FOSC's pre-authorization zone is for locations more than 2 nautical miles of mainland or designated islands and having a water depth of greater than 40 feet and outside the special consideration areas of Cape Cod Bay in February through mid-May and Great South Channel from April through June and October through mid-November. Within the conditional approval zone the use of dispersants should go through the concurrence method listed below.

For spill situations that are not addressed by the existing pre-authorization plan, the FOSC, with the concurrence of the EPA RRT representative and, as appropriate, the concurrence of the RRT representatives from the states with jurisdiction over the navigable waters threatened by the release or discharge, and in consultation with the DOC and DOI natural resources trustees, when practical may authorize the use of the dispersants, surface washing agents, surface collecting agents, bioremediation agents, or miscellaneous oil spill control agents on the oil discharge, provided that the products are listed on the NCP Product Schedule.

If the use of a product is necessary to prevent or substantially reduce a hazard to human life, the FOSC may authorize the use of products, including products not listed on the NCP Product Schedule, without obtaining the concurrence of the RRT. Once the threat to human life has subsided, the continued use of a product shall be in accordance with the above paragraphs and 40 CFR 300.910. Sinking agents shall not be authorized for application to oil discharges.

Whenever the FOSC authorizes the use of a product pursuant to this paragraph, the FOSC is to inform the EPA RRT representative, and as appropriate, the RRT representatives from the affected states, and when practicable, the DOC/DOI natural resources trustees of the use of the product, including products not on the Schedule, as soon as possible.

If the EPA RRT Representative, the states with jurisdiction, and the DOC/DOI natural resource approve in advance the use of certain products under specified circumstances as described in the pre-authorization plan, the FOSC may authorize the use of the products without obtaining the specific concurrence described above.

In situations described above requiring concurrence for use, the Federal, State, and Tribal Trustees shall be contacted.

3260.4 Dispersant Response Plan Worksheet

To be provided by Coast Guard headquarters.

3260.5 SMART Protocol

Specialized Monitoring of Applied Response Technology (SMART) establishes a monitoring system for rapid collection and reporting of real-time, scientifically based information, in order to assist the Unified Command with decision making during in-situ burning or dispersant operations.

3260.6 Types of Equipment Required

Types of equipment required include airplanes equipped with in-line spray system, workboat with spray systems, helo buckets, ancillary pumping equipment and hoses, and DOT storage containers. See Section 5210.1, Oil Response Equipment for contacts.

3270 In-Situ Burning (ISB)

Given the right circumstances and the necessary equipment, in-situ burning could prove and effective means of mitigating an oil spill.

Like dispersants, in-situ burning may be used to reduce the amount of free-floating oil on the water to make terrestrial contact. In addition, where shoreline or terrestrial habits are already impacted (marshes), in-situ burning may be considered as a viable oil spill response option. For more information on in-situ burning please see the following website <http://www.uscg.mil/d1/staff/m/rrt/isb.html>

3270.1 Preauthorization Agreement for In-Situ Burning

TBD

3270.2 ISB Checklists

To aid in determining whether in-situ burning is a viable strategy please see the [ISB Checklist](#) and the [ISB Decision Diagram](#).

3270.3 Pre-authorized Zones - TBD

3270.4 Types of Equipment Required - TBD

3280 Bioremediation

Because bioremediation is not proven as a first response technique for remediation use in the shoreline is limited. Bioremediation may be considered for an open-water spill.

The National Oceanic and Atmospheric Administration report, A Summary of Bioremediation Applications Observed at Marine Oil Spills, Report HMRB 91-2, is included in this section by reference.

3300 Emergency Response

The emergency response branch is primarily responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. This branch is divided into the following groups:

- Search and Rescue

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- Salvage
- Fire Suppression
- Hazardous Materials
- Emergency Medical Services
- Law Enforcement

3310 Search and Rescue (SAR)

The Search and Rescue group is responsible for prioritization and coordination of all Search and Rescue missions directly related to a specific incident. All search and rescue operations in the Rhode Island and Southeastern Massachusetts are the responsibility of Group Woods Hole.

3310.1 SAR Area Resources

Area resources are coordinated and supported by Coast Guard Group Boston and Group Woods Hole:

Other SAR resources in Rhode Island and Southeastern Massachusetts area of responsibility include:

The Rhode Island Emergency Number Directory can be located at the following web site (<http://www.state.ri.us/riema/locald.htm>)

The Massachusetts Emergency Management Agency can be located at the following web site <http://www.state.ma.us/mema>.

3320 Salvage/Source Control

The salvage and source control group is responsible for coordinating the salvage operations with vessel owners to open and maintain shipping channels. Experts from the following organizations can provide assistance as needed for salvage operations. Reference 9240.1 SUPSALV 9240.3.

Salvage efforts may be divided into three areas: assessment and survey, stabilization, special salvage operations (e.g., refloating, and post-refloating).

3320.1 Assessment & Survey

Upon being assigned responsibility for the salvage action, the salvor should ensure that items on the [Salvor Response Checklist](#) are addressed.

Upon arrival (in coordination with the response organization/OSC where applicable), the salvage ship or vessels, and personnel, should conduct damage control and position stabilization.

The salvor must then, in preparation for development of the salvage plan, conduct a thorough salvage survey of the vessel and its immediate surrounding. The survey is defined in the Navy Salvage Manual as being comprised of the preliminary survey, the detailed hull survey, the topside survey, the interior survey, the diving survey, the hydrographic survey, and the safety survey, and may be approached in this manner. The salvor should refer to Section 8-2.6 of Volume I of the Navy Salvage Manual for details. The information should be recorded on the salvage survey form included in Appendix I to Chapter 8 of Volume of the Navy Salvage Manual, or an equivalent.

Working with the responsible party and naval architect, the salvor must develop a [Salvage Plan](#). The plan must detail actions to be taken and resources to be used, and it must set organizational responsibilities and the anticipated schedule. After the plan is prepared, the responsible party must submit a copy of the plan to the Unified Command for review and approve or disapprove. Any plans for intentional jettison of cargo will be reviewed as part of the salvage plan.

Damage control actions may range from augmenting ship's crew to conducting fire fighting and flooding control. During the stabilization phase, salvors should take steps to limit further damage to the vessel and to keep the ship from being driven harder aground or broaching. Response leaders will gather information and formulate a salvage plan; that plan specifies actions to be taken during the refloating and post-refloating phases of the salvage. This phase of operations must take into account the potential discharge of oil or hazardous substance into the environment. Upon stranding, the vessel's master should consider the following [Vessel Stranding Stabilization Checklist](#).

3320.2 Specialized Salvage Operations

Refloating - The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand. The plan should be considered a working plan with prudent changes made in response to changing conditions. During this phase, all parties should be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, responsible party, and the FOSC/Captain of the Port have the authority to stop salvage operations in this case.

Post-Refloating - This phase commences when the ship begins to move off the strand, and is completed when the ship has been delivered to safe haven or repair facility, and all salvage resources and equipment have been removed from the salvage site. The options for disposal of the vessel include:

- Steaming into port, or to another location within the port
- Towing to safe haven
- Anchoring in preparation for tow or temporary repairs
- Beaching if the ship is in danger of sinking
- Scuttling or sinking

These items should be addressed in the salvage plan, and updated as necessary following refloating. Following refloating, the salvor should check the following items:

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- Overall seaworthiness
- Vessel's bottom, for damage hidden by the strand
- Potential for oil or pollution
- Piping systems and machinery
- All ship's systems necessary for the transit
- Ship's stability, list, and trim (may necessitate loading or shifting of weights)
- Patching and pumping arrangements for compartments
- Towing bridle, day marks, and navigation lights (an insurance line should be rigged even when the ship proceeds under its own power).

Following this phase, the responsible party shall submit a completed form CG-2692 to the Officer in Charge, Marine Inspection and submit all requested information to the Senior Investigating Officer of the Marine Safety Office. During post-refloating, the vessel is secured and delivered to the designated port facility.

3320.3 Types of Equipment Required

For a listing of technical support see [Section 4720.3](#). The FOSC may obtain services of the Navy Supervisor of Salvage (see [Section 9210.4](#)). For resource information see [9420.3](#) (TBD). The following list the types of resources that may be required during a salvage operation.

• Salvage manager	• Salvage vessel(s)
• Tugs	• Beach gear
• Barges with ground tackle	• Lifting vessels
• Pumps and hoses	• Hull patching equipment, cement

3320.4 Salvage Guidelines

The vessel's master should request salvage assistance immediately, and not delay pending the result of an early attempt to refloat the vessel. If the damage assessment shows the ship will not breach, sink, or capsize, the master can attempt to back the vessel clear using full engine power on the next high tide.

Search and rescue will have priority over spill response. Subsequent to any rescue efforts, the pollution response efforts and salvage efforts may be conducted concurrently. The FOSC will prioritize actions when interference between salvage and pollution response efforts cannot be eliminated.

For rescue situations, development of a comprehensive salvage plan may not be necessary; use of good marine practice in establishing and maintaining the tow, and coordination with the vessel's master, tow vessel, Coast Guard SAR Mission Coordinator, the Captain of the Port, states, and the vessel's owner/operator may suffice.

It should be noted that in rescue situations the rescue vessel must be appropriately powered, equipped and crewed to handle the demands of the tow and sea conditions. In either of these cases, the user of this plan should follow the guidelines presented, adapting them to specific salvage requirements at hand.

3330 Marine Fire Fighting

The municipal fire department in whose jurisdiction the fire lies will be the Incident Commander (IC) for the fire fighting activities. This activity will be performed in accordance with [Section 8000](#).

3340 Hazardous Materials

In accordance with the National Contingency Plan (40 CFR 300.120), the Coast Guard provides predesignated Federal On-Scene Coordinators (FOSC) for responses to immediate releases or substantial threats of immediate releases of hazardous chemicals in the coastal zone, except in the case of DOD or DOE, where releases are from their vessel or facility. The FOSC's jurisdiction and authority within this zone includes releases of hazardous substances, pollutants, or contaminants into all environmental media - air, land, groundwater, and surface waters.

The response functions that Coast Guard FOSCs carry out in the event of a hazardous materials release are divided into several sections:

- Conducting area contingency planning for response to hazardous materials releases.
- Conducting traditional COTP response measures such as restricting access to the affected area and controlling marine traffic; notifying facilities operating vulnerable water intakes of the release; coordinating with state and local emergency forces; and assisting as resources and capabilities permit.
- Conducting a preliminary assessment of the incident to: (1) evaluate the magnitude of the threat to the public health and welfare and the environment, (2) determine if response action by the spiller and/or the state and local government is adequate, (3) establish jurisdiction for a federal response, and (4) collect the data necessary to formulate a response plan if a federal response using the FOSC's Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) authority is warranted.
- Contacting the owner and/or operator of the source of the release, if known, to inform them of their potential liability under the National Contingency Plan (NCP) and CERCLA authority for government removal costs, to explain the Coast Guard's role as FOSC, and to gather information for response and port safety purposes.

3340.1 Initial Emergency Response Procedures

The Unified Command System will be utilized to coordinate the joint response to the incident by federal, state, and local agencies. For hazardous materials incidents declared by the Governor's office as a "state of emergency", it is expected that the State's office of Emergency Management will serve as the state's representative in the unified command when the overriding concern is public health and welfare. When the preponderance of activity is related to the response to the hazardous material and not public health and welfare, it is expected that the State's Department of Environmental Management or Protection will serve as the state's unified

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command representative. When the State's Office of Emergency Management serves in the unified command, it is expected that the Department of Environmental Management or Protection will be a key player in both the operations and planning sections. When the State's Department of Environmental Management or Protection serves in the unified command, it is expected that the State's Office of Emergency Management will be a key player in the logistics section of the response. For incidents not declared by the governor as a "state of emergency", it is expected that Rhode Island's Department of Environmental Management or Massachusetts' Department of Environmental Protection will retain their role as state's representative in the unified command.

Massachusetts:

In the event of a hazardous material release, the local fire department shall be immediately contacted and will assume the role as the Incident Commander. (This Incident Command role is required under Massachusetts State law). If the release is beyond the capability of the responsible party or local fire department, the Incident Commander may activate the District 1 (Bourne) regional hazardous materials team via the Barnstable County Fire Control office. The District 1 (Bourne) regional response team is one of several teams throughout the state that were formally established in 1994 and are funded under the Commonwealth of Massachusetts' Executive Office of Public Safety (EOPS). The EOPS has established a Memorandum of Understanding with Massachusetts DEP to respond (contacted via beeper) whenever the teams are mobilized.

Rhode Island: RIDEM TO UPDATE

U.S. Coast Guard MSO Policy: Notwithstanding the responsibilities outlined in the federal policy listed above, within MSO Providence's zone, the Coast Guard's role as a Federal On-Scene Coordinator should be initially directed primarily at the overall monitoring of a hazardous material release.

Prior to initiating any response involving a hazardous substance, a full assessment of the personnel hazards shall be conducted using the appropriate references. If a Coast Guard response team is dispatched to the vicinity of the incident, they should report to the on-scene command post (outside the hazard area) to collect information, provide on scene communications, command and control.

Factors in dictating the Coast Guard's level of involvement are:

- The type and quantity of material released
- Capabilities of local/state resources
- Location of the release (i.e., aboard a vessel)
- Availability and capability of response equipment
- Level of training of Coast Guard personnel

3340.2 Evacuation Procedures

The purpose of this section is to provide for timely, reliable and effective warning to the public in the event of a hazardous material emergency and to provide emergency

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information pertaining to the need for protective actions and provide information on the emergency situation to the media.

A release of a hazardous material into the environment could quickly bring harm to the public. The public, however, can be protected through the implementation of protective actions. In order for protective actions to be effective, the public must be first warned, or alerted, that an emergency exists and secondly, instructed on what to do.

The following Emergency Information Procedures may be used in the event of a HAZMAT Incident.

Door-to-door route alerting: Alerting and notifying the population by going door to door is usually the first procedure initiated immediately after an incident. Sometimes, especially in transportation emergencies, this procedure may be the only means available for notifying segments of the public. However, door-to-door route alerting can be very time consuming, a problem in rapidly developing hazardous material incidents. Responders who do not have the proper protective equipment must not place themselves at risk by entering a toxic atmosphere in an attempt to alert the population.

Area route alerting: In this method, motor vehicles equipped with public address systems travel routes, identified by the incident commander to notify people of the emergency situation. The police department shall be primarily responsible for accomplishing route alerting. The incident commander shall determine the appropriate protective action (sheltering in-place evacuation) and, in the event an evacuation is necessary, the general direction toward which evacuees should proceed.

Emergency Alerting System (EAS): Normally, EAS activation will occur for Level III emergencies (actual or potential) and in the event that an entire city or adjacent communities may be affected. In most cases, it would not be necessary to activate the state wide EAS to notify the entire state of a hazardous material emergency. However, the statewide EAS may be utilized to inform listeners to tune to a particular radio station for further information. Community officials are encouraged to and may develop an agreement with a local radio station to broadcast local emergency information.

Activation of the EAS: The incident commander shall request that the Chief of Police or his alternate communicate with the State Emergency Management Agency (during normal office hours) or the State Police to contact designated radio stations to standby for a statewide EAS announcement. The incident commander shall select the appropriate protective action, and EAS message, and communicate this to the police chief or his alternate who will communicate this to the radio station. Communications should be kept open between the radio station and the Police Dept at all times for further updates. During a serious emergency that would require the use of EAS, updates might be required frequently (at least every 10 minutes).

Implementing Public Protective Action.

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The incident commander shall be responsible for ordering initial protective actions. Large scale protective actions shall be ordered by the UC.

To be effective, protective actions must be started as soon as the hazard is recognized by the incident commander. Wind borne chemical plumes travel the speed of the wind. For example, if a light breeze of 5 mph is blowing the plume will travel approximately 5 miles in one hour or one mile in 12 minutes.

Isolate Hazard Area and Deny Entry. Keep everybody away from the area if they are not directly involved in the emergency response operations. Unprotected emergency responders shall not be allowed to enter the isolation zone. This isolation task is done first to establish control over the area of operations. This is the first step for any protective actions that follow.

In-Place Sheltering: Evacuation during incidents involving chemicals is sometimes, but by no means always, necessary. Airborne toxicants can be released and move downwind so rapidly that there would be no time to evacuate residents. For short-term releases, often the most prudent course of action for the protection of the nearby residents would be to remain inside with the doors and windows and the heating and air conditioning system shut off. An airborne release will frequently move past quickly. Additionally, vulnerable populations, such as the sick and elderly, may sustain more injury during evacuation than they would by staying inside and putting simple countermeasures into effect.

Evacuation: Accidental releases of hazardous materials may require the evacuation of the population. These areas can include those directly affected by toxic fumes and those that may be potentially affected during the course of the incident. Evacuation is a complex undertaking. Steps include:

- ☐ Identify the specific area to evacuate.
- ☐ Protective gear to be worn to conduct evacuation or alert.
- ☐ Instructions to be given to evacuees.
- ☐ Transportation of evacuees who are without private transportation.
- ☐ Assistance to special populations.
- ☐ Identify shelter locations.
- ☐ Security for evacuated areas.
- ☐ Traffic and pedestrian control.
- ☐ Describe communication procedures

Terminating Protective Actions: The Incident Commander shall authorize persons to reenter affected or threatened areas when the appropriate state agencies (e.g., Dept of Health, RIDEM, and/or MADEP) advises that reentry is safe.

3340.3 Hazmat POCs

Reference spill notification numbers located in [Section 9110.3](#)

3340.4 Types of Equipment Required

See Logistic Section 5210.2 for equipment and resource capabilities.

3350 EMS

Emergency Medical Services has the responsibility for coordinating and directing all medical services related to the incident. Local fire department and medical services will be relied on for this activity.

3350.1 Emergency Medical Services

A listing of area Emergency Medical Service resources is provided in Section 5320.

3360 Law Enforcement

The Law Enforcement Group is responsible for coordinating and directing all law enforcement activities related to the incident, including but not limited to, isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security.

A listing of area Law Enforcement resources is provided in Section 4740.

3360.1 Perimeter/Crowd/Traffic/Beach Control

Perimeter/Crowd/Traffic/Beach Control if needed should be coordinated with local law enforcement authorities and may be augmented or replaced with contract security for protracted responses.

3360.2 Safety/Security Zones

Safety Zone regulations in 33 CFR 165.20 Subpart C is defined as a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

Security Zone regulations in 33 CFR 165.30 Subpart D is defined as an area of land, water, land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. The purpose of the security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature: (1) vessels (2) harbors (3) ports, and (4) waterfront facilities: in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

3400 Air Operations

The Air Operations Branch is primarily responsible for preparing the air operations portion of the Incident Action Plan. The Incident Action Plan will reflect agency restrictions such as night flying or hours per pilot that impact the operational capability or use of resources. After the Incident Action Plan is approved, air operations is responsible for implementing its strategic aspects (those that relate to the overall incident strategy as opposed to those that pertain to tactical operations like specific target selection). Additionally, the Air Operations Branch is responsible for providing logistical support to helicopters assigned to the incident. Specific tactical activities including target selection, or suggested modifications to specific tactical actions in the Incident Action Plan, are normally performed by the Air Tactical Group Supervisor working with ground and air resources.

3410 Air Tactical

The Air Tactical Group is primarily responsible for coordinating and scheduling aircraft operations intended to locate, observe, track, survey, support dispersant applications, or other deliverable response application techniques, or report on the incident situation when fixed- and/or rotary-wing aircraft are airborne at an incident. These coordination activities are performed by the Air Tactical Group while airborne.

3410.1 Aerial Surveillance

Aerial surveillance is key to the response effort and may include the following:

- ❑ Overflights
- ❑ Computer modeling/trajectories
- ❑ Continue to monitor proximity of spill to sensitive areas

3410.2 Aerial Dispersant Application

See Dispersant Policy requirement in Section 3260. See Logistics Section 5210.1 for a listing of resources. A Memorandum of Agreement between the Director of Military Support (DOMS) and the United States Coast Guard for Aerial Application of Dispersants During a Oil Spill Cleanup and Recovery Operations provides for the of specified C-130s from the USAF Reserves Stationed in Youngstown, Ohio.

3410.3 Procedures for Temporary Flight Restrictions- TBD

3410.4 Permanent Area Restrictions- TBD

3420 Air Support

The Air Support Group is primarily responsible to support and manage helibase and helispot operations, and maintain liaison with fixed-wing air bases. This includes providing: 1) fuel and other supplies, 2) helicopter maintenance and repair, 3) keeping records of helicopter activity, and 4) enforcing safety regulations. These major functions are performed at helibases and helispots. Helicopters (during landing and takeoff and while on the ground) are under the control of the air support group's helibase or helispot managers.

3420.1 Airports/Helibases

See Section 5220.7 for a listing of airports/heliports.

3420.2 Helospots

See Section 5220.7 for a listing of helospots

3420.3 List of Certified Helo's/Aircraft Providers

See Section 5220.7 for a listing of helo's/aircraft providers

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3420.4 Fuel/maintenance Sources

For a listing of fuel/maintenance sources see Section 5220.9

3420.5 Air Traffic Control Procedures- TBD

3500 Staging Areas

3510.1 Pre-identified Staging Areas- TBD

3510.2 Security- TBD

3600 Wildlife

The Wildlife Branch is responsible for minimizing wildlife losses during spill responses; coordinating early aerial and ground reconnaissance of wildlife at the spill site, and reporting results to the Situation Unit Leader; employing wildlife hazing measures as authorized in the Incident Action Plan; and recovering and rehabilitating impacted wildlife. A central wildlife processing center should be identified and maintained for: evidence tagging, transportation, veterinary services, treatment and rehabilitation, storage, and other support needs. The activities of private wildlife care groups, including those employed by the responsible party, will be overseen and coordinated by the Wildlife Branch.

[USC – TITLE 16: CHAPTER 35 – ENDANGERD SPECIES ACT](#)

Under the Massachusetts Division of Fisheries & Wildlife, the [Natural Heritage & Endangered Species Program](#) conducts a wide range of field inventory, biological research, species management and habitat protection initiatives for endangered and uncommon species. Special emphasis is focused on the 173 rare animal and 251 rare plant species that are listed under the Massachusetts Endangered Species Act, as well as the Commonwealth's uncommon and exemplary natural communities. The Program maintains a comprehensive, statewide database on the exact locations and status of the state's rarest and most vulnerable natural features, plants and wildlife [Massachusetts Natural Heritage & Endangered Species Program Archive](#). The database includes over 10,000 recent and historical records of rare species and natural community occurrences. The Natural Heritage and Endangered Species Program uses this information to conserve sites which harbor rare species by participating in environmental permitting processes and land protection planning. For more information contact the following:

Division of Fisheries & Wildlife	100 Cambridge Street, Room 1902	Boston, MA 02202	Tel: (617) 727-3151
Division of Fisheries & Wildlife	Field Headquarters, 1 Rabbit Hill Rd	Westborough, MA 01581	Tel: (508) 792-7270 Fax: (508) 792-7275
District Wildlife Manager Southeast Wildlife District Division of Fisheries & Wildlife	195 Bournedale Road	Buzzards Bay, MA 02532	Tel: (508) 759-3406 Fax: (508) 759-0381

RIDEM's Division of Planning and Development - Natural Heritage Preservation Program conducts inventory of state's rare and endangered species and maintains database of rare species and habitats that is used for land conservation planning and environmental review.

3610 Fish and wildlife Protection Options

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See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#).

3610.1 Recovery

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#).

3610.2 Wildlife Recovery Operations/Procedures

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

3610.3 Recovery Processing

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

3610.4 Carcass Retrieval and Processing

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

3620 Wildlife Rehabilitation

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

3620.1 Wildlife Rehabilitation Operations

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

3620.2 Rehabilitation Facilities

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

3620.3 Rehabilitation Procedures

See the [Fish and Wildlife and Sensitive Environments Annex to the Rhode Island and Southeastern Massachusetts Area Contingency Plan](#) Section 3 and Attachment 3.

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3700 Reserved

3800 Reserved

3900 Reserved for Area/District

31000